

Exhibit C

Demolition and Removal Locations and Description

Parcel 35 – Former Superior Express Freight Building

I-70 at Howard Street, St. Louis City

1700 North Eleventh St.

St. Louis, MO 63106

One-story concrete block and steel frame building; part of building is concrete block and steel/wood frame; concrete loading docks with overhang canopy; brick office area; concrete foundation and floors; concrete steps and ramps

Parcel 79 – Former Wesco Machinery Building

I-70 at Cass Avenue, St. Louis City

706-718 Cass Avenue

St. Louis, MO 63106

Two-story reinforced concrete building; brick exterior; partial concrete basement boiler room; concrete foundation and floors; concrete roof parking deck; interior concrete vehicle access ramps between floors; miscellaneous debris located outside building on parking lot; partial sidewalk removal around west and north perimeter of building (Note: remove approximately 7' of sidewalk to first joint – remainder of sidewalk along curb to remain in place.)

Additional Demolition and Removal Specifications

1.0 Description. All demolition and removal work shall be in accordance with Section 202 of the Missouri Standard Specifications except as herein amended or modified.

2.0 Description of Buildings and Structures. The plans include an approximate description of the various buildings, structures, and other improvements located on each parcel which have been gathered from appraisals and/or on-site visits. It is an inherent risk of the work that the contractor may encounter different features of a building, structure, or other improvement which interferes with the work. The contractor expressly acknowledges and assumes this risk even though the nature and extent of it is unknown to both the contractor and the Commission as of the time of bid and award of contract. Any representation as to the accuracy or completeness of this information is disclaimed by the Commission and the contractor expressly acknowledges that no representation of specific features of any building, structure, or other improvement is intended by the Commission or may be relied upon by the contractor for bidding or any other purpose including as the basis of or evidence supporting any element of any claim for additional time or compensation arising from the presence of other features and improvements within or around the buildings, structures, or improvements unless otherwise provided for under Sec 202.

3.0 Painted Concrete, Brick, and Block.

3.1 Painted concrete, brick, or block (hereafter referred to as painted concrete) portions of buildings and improvements have been tested for heavy metal based paint to determine the final disposition of the material. Test results for painted concrete are included with the contract documents.

3.2 Parcel 35, Superior Express - Various portions of the interior block walls and the interior curbs/foundation concrete wall contain painted brick and painted concrete that exceeds clean fill criteria as noted in the Painted Concrete Survey. All painted brick and concrete that exceeds MDNR clean fill

criteria and is not classified as hazardous waste shall be removed and disposed of at a demolition or sanitary landfill with other demolition debris in accordance with Sec 202. All other concrete, brick, or block may be used as clean fill.

3.3 Parcel 79, Wesco Machinery - Various portions of the exterior brick wall and the interior concrete stairs contain painted brick and painted concrete that exceeds clean fill criteria as noted in the Painted Concrete Survey. All painted brick and concrete that exceeds MDNR clean fill criteria and is not classified as hazardous waste shall be removed and disposed of at a demolition or sanitary landfill with other demolition debris in accordance with Sec 202. All other concrete, brick, or block may be used as clean fill.

3.4 All costs for removing, hauling, and disposing of painted brick and painted concrete that exceeds clean fill criteria will be considered completely covered by the contract unit price for demolition and removal for each parcel with painted concrete disposal designated on the plans.

4.0 Dust and Emissions Control. Visible airborne dust generated by the contractor's operations is an air pollutant that is regulated by the MDNR and/or other applicable air pollution enforcement authority. The contractor's work shall be in accordance with Sec 202.2.3. In addition, all buildings, structures, and improvements shall be adequately wetted during demolition and removal operations to minimize dust and visible emissions. Water and necessary connections shall be provided by the contractor at the contractors expense.

5.0 Rodent and Pest Extermination – Parcel 79, Wesco Machinery. There are residential structures immediately adjacent to Parcel 79 therefore at least 48 hours prior to beginning demolition for Parcel 79 the contractor shall exterminate rodents and pests in the building in accordance with local regulations. In the absence of local regulations, extermination shall be performed to the satisfaction of the engineer.

6.0 Disposition of Concrete and Masonry Material - Parcel 35, Superior Express.

6.1 All concrete building slabs, footings, floors, basement walls, block walls, brick walls, and any other types of incidental masonry materials shall be completely broken up prior to backfilling and finish grading the site. Any material resulting from such removals meeting the requirements of clean fill may be used for backfill of the foundation but shall be broken up in accordance with Sec 202.3.2.1 of the Standard Specifications.

6.2 All excess concrete and masonry materials not required for backfill shall be broken up and stockpiled on Parcel 35 in an area designated by the engineer for future roadway construction use by others. All stockpiled material shall be broken into pieces not exceeding four square feet.

6.3 All costs for breaking up and stockpiling concrete and incidental masonry material will be considered completely covered by the contract unit price for demolition and removal of buildings.

7.0 Disposition of Concrete and Masonry Material - Parcel 79, Wesco Machinery.

7.1 All concrete building slabs, footings, floors, basement walls, block walls, brick walls, and any other types of incidental masonry materials shall be completely broken up prior to backfilling and finish grading the site. Any material resulting from such removals meeting the requirements of clean fill may be used

for backfill of the partial basement but shall be broken up in accordance with Sec 202.3.2.1 of the Standard Specifications.

7.2 All excess concrete and masonry materials not required for backfill shall be broken up, hauled, and stockpiled on Parcel 35, Superior Express located at 1700 North 11th Street, St. Louis, MO. The excess material shall be stockpiled in an area designated by the engineer for future roadway construction use by others. All stockpiled material shall be broken into pieces not exceeding four square feet.

7.3 All costs for breaking up, hauling, and stockpiling concrete and incidental masonry material will be considered completely covered by the contract unit price for demolition and removal of buildings.

8.0 Finished Surface for Demolished Buildings.

8.1 The backfilled areas where the demolished buildings were located shall be surfaced with aggregate. The aggregate surfacing shall be 2" thick gravel, crushed stone, or crushed concrete with 100% of the material being one inch or less in size. No testing of the aggregate will be made. Acceptance of quality and size of material will be made by visual inspection at the job site.

8.2 All costs for furnishing and placing aggregate surfacing will be considered completely covered by the contract unit price for demolition and removal of the building. No direct payment will be made for furnishing and placing aggregate surfacing.

9.0 General Utility Information.

9.1 For informational purposes only the following is a list of names, addresses, and telephone numbers of the known utility companies in the area of the demolition work:

Power

Mr. Kevin Datillo

AmerenUE (Distribution- Overhead)

4440 North Union Boulevard

St. Louis, MO 63115

Telephone: (314) 992-9811

Email: kdatillo@ameren.com

Sanitary and Storm Sewer

Mr. George Pappas

Metropolitan St. Louis Sewer District

2350 Market Street

St. Louis, Missouri 63103-2555

Telephone: (314) 768-2743

Email: cjpapp@stlmsd.com

Water

Mr. Mike Galluzzo

City of St. Louis-Water Division

4600 McRee

St. Louis, Missouri 63110

Telephone: (314) 633-9026

Email: mjgalluzzo@stlwater.com

Communication

Mr. Doug Lampert

AT&T (Distribution)

13075 Manchester Road 3WQ3

Des Peres, MO 63131

Telephone: (314) 957-3748

Email: dl6728@att.com

Communication

Mr. Carl Atteberry

Pactec(formerly McLeod USA Fiber)

102 E. Shafer Street

Forsyth, IL 62535

Telephone: 217-876-7194 Ext. 222

Email: carl.atteberry@mcleodusa.com

Gas

Mr. Ted Puszczek

Laclede Gas

3950 Forest Park Ave

St. Louis, MO 63108

Telephone: (314) 658-5499

Email: TPuszczek@lacledegas.com

Communication

Mr. Steve Gerrein

Charter Communications

815 Charter Commons

Chesterfield, MO 63017

Telephone: (636) 387-6641

Email: Steve.Gerrein@chartercom.com

City Lighting

Mr. Glenn Payne

City of St. Louis Lighting Division

1900 Hampton

St. Louis, Missouri 63139

Telephone: 314-647-3111 Ext. 1108

Email: payneg@stlouiscity.com

Communication

Mr. Tom Allen

American Fiber Communications

6218 Miller Drive

Edwardsville, IL 62025

Phone: 618-655-0312

Email: tma@amfiber.com

Communication

Mr. Don Torbett

MCI/Verizon

6829 North Lakewood
MD 2.2-408A
Tulsa, OK 74117
Phone: 918-269-4698
Email: donald.torbett@verizonbusiness.com

Steam
Mr. Lee Kelley
Trigen-Steam
#1 Ashley Place
St. Louis, MO 63102
Telephone: (314) 621-3550 ext 138
Email: lkelly@trigen.com

9.2 The existence and approximate location of utility facilities known to exist are based upon the best information available to the Commission at this time. This information is provided by the Commission "as-is" and the Commission expressly disclaims any representation or warranty as to the completeness, accuracy, or suitability of the information for any use. Reliance upon this information is done at the risk and peril of the user, and the Commission shall not be liable for any damages that may arise from any error in the information. It is, therefore, the responsibility of the contractor to verify the above listing information indicating existence, location, and status of any facility. Such verification includes direct contact with the listed utilities.

9.3 The contractor agrees that any effects of the presence of the utilities, their relocation, contractor's coordination of work with the utilities and any delay in utility relocation shall not be compensable as a suspension of work, extra work, a change in the work, as a differing site condition or otherwise including but, without limitation, delay, impact, incidental or consequential damages. The contractor's sole remedy for the effects of the presence of utilities, delay in their relocation or any other effects shall be an excusable delay as provided in Section 105.7.3. The contractor waives, for itself, its subcontractors and suppliers the compensability of the presence of utilities, delay in their relocation and any cost to the contractor, its subcontractors and suppliers in any claim or action arising out of or in relation to the work under the contract.

9.4 The contractor shall be solely responsible and liable for incidental and consequential damage to any utility facilities or interruption of the service caused by it or its subcontractors operation. The contractor shall hold and save harmless the Commission from damages to any utility facilities interruption of service by it or its subcontractor's operation.

9.5 It shall be noted by the contractor that MoDOT is a member of Missouri One Call (800 Dig Rite). Some work on this project may be in the vicinity of MoDOT utility facilities, which includes but is not limited to traffic signal cables, highway lighting circuits, ITS cables, cathodic protection cables, etc. Prior to beginning work, the contractor shall request locates from Missouri One Call. The contractor shall also complete the Notice of Intent to Perform Work form located at the Missouri Department of Transportation website:

<http://www.modot.mo.gov/asp/intentToWork.shtml>

The contractor shall submit the form over the web (preferred method) or by fax to the numbers on the printed form. The notice must be submitted a minimum of 2 and a maximum of 10 working days prior to excavation just as Missouri One Call requires.

10.0 City of St. Louis Water Division's Facilities – Parcel 79, Wesco Machinery. City Water has a 30" and a 6" water main under the pavement of Cass Avenue adjacent to the Wesco building demolition work. City Water plans to relocate the 30" water main for the future reconstruction of the Cass Avenue bridge over I-70. A portion of the relocated water main will be constructed near the northeast corner of the building in the gravel parking lot of the Wesco property as shown in Exhibit A.

10.1 City Water's work to relocate facilities will not be completed prior to the start of demolition activities. The contractor shall directly contact City Water and coordinate demolition and backfill activities with City Water's relocation activities. The contractor shall verify the location of existing facilities and the status of the relocation work with City Water.

10.2 No direct payment will be made for any costs incurred by the contractor to comply with this provision. All costs will be considered completely covered by the contract unit price for demolition and removal of the building.

11.0 AmerenUE Distribution - Overhead Facilities – Parcel 79, Wesco Machinery. AmerenUE has existing overhead power distribution lines and poles in the alley behind the Wesco building which are in close proximity to the back of the building as shown in Exhibit A. These lines are not being relocated by AmerenUE and may be impacted by the contractor's demolition operations. The contractor shall directly contact AmerenUE to have the lines covered and have the poles temporarily braced during demolition and backfill activities.

11.1 No direct payment will be made for any costs incurred to comply with this provision. All costs will be considered completely covered by the contract unit price for demolition and removal of the building.

12.0 Damage to Garage and Residences Behind Parcel 79, Wesco Machinery.

12.1 A four car garage is located directly behind the Wesco building which may be impacted by the contractor's demolition operations. The contractor shall use demolition methods that will minimize vibrations that may have a potential to damage the garage or other structures in proximity to the Wesco building.

12.2 Prior to beginning demolition operations the contractor shall perform a condition survey of the garage and any other structures that the contractor determines may be impacted by vibrations associated with the contractor's demolition activities. The contractor shall document the condition of these structures using photography, video, crack inventory, or other methods deemed reasonable by the contractor to completely verify the pre-demolition condition of the structures. The condition survey reports shall be signed by the property owner stating their agreement with the survey. The contractor shall submit a copy of the signed survey reports and documentation to the engineer prior to beginning demolition operations.

12.3 During demolition operations the contractor shall monitor the condition of these structures for any damage from demolition-related vibrations.

12.4 A final condition survey shall be performed by the contractor after demolition and backfill operations are complete. The contractor shall determine if any changes have occurred to the structures since the pre-demolition survey. The final survey report shall be signed by the property owner and a copy submitted to the engineer.

12.5 The contractor shall be responsible for any damage to structures resulting from demolition operations. The contractor shall repair any damaged structures to their pre-demolition condition.

12.6 No direct payment will be made for any costs incurred to comply with this provision. All costs will be considered completely covered by the contract unit price for demolition and removal of the building.

13.0 Concrete Paved Alley Behind Parcel 79 - Wesco Machinery.

13.1 The concrete paved alley behind the Wesco building was recently paved and is in very good condition. Prior to starting demolition operations the contractor shall perform a condition survey of the alley and shall document the existing condition of the alley using photography, video, crack inventory, or other methods to completely verify the pre-demolition condition of the alley. The contractor shall submit a copy of the survey report and documentation to the engineer prior to beginning demolition operations. During demolition the contractor shall monitor the condition of the alley for any damage from demolition vibrations or from falling demolition debris. Any damage sustained to the alley as a result of the contractor's operations shall be repaired as determined by the engineer at the contractor's expense.

13.2 The contractor shall sawcut an approximate 2' strip of the concrete alley along the back of the building and remove the concrete alley surface to allow for removal of the Wesco building foundation without damaging the remainder of the concrete alley. No replacement of the concrete strip will be required.

13.3 The alley may be closed to traffic during working hours each day while demolition operations are underway. Appropriate barricades shall be used to close the alley. Traffic control devices used for closure shall be in accordance with the MUTCD. Notification to the owners of the garage along the alley shall be made at least 24 hours prior to closure such that vehicles may be removed from the garage. The alley shall be cleaned of all debris and reopened to traffic at the end of each day's demolition operations.

13.4 No direct payment will be made for any costs incurred by the contractor to comply with this provision. All costs will be considered completely covered by the contract unit price for demolition and removal of the building.

14.0 Working Hours. Working hours shall be Monday thru Friday, 8:00 AM to 5:00 PM unless other hours are approved by the engineer.

15.0 Incidental Demolition and Removal for ACM Removal.

15.1 The Asbestos Survey Report describes the type and location of ACM's in the buildings and structures. Some ACM's which require removal prior to demolition of the building may be located beneath non-asbestos materials, located within walls, located within multiple layers of floor coverings, or otherwise require removal of some portion of the existing building or structure to gain access to the ACM.

15.2 All demolition work required to remove non-asbestos materials to gain access to ACM's for proper removal will be considered incidental to the work and be considered included in the contract unit price for removal of the specified ACM.

16.0 Incidental Disposal of Non-friable Roofing ACM – Parcel 79, Wesco Machinery.

16.1 The Asbestos Survey Report describes the type and location of asbestos containing materials (ACM's) in the building. The report indicates there is asphalt roofing material and asphalt joint compound

located on the concrete roof of the building. The materials are Category I Nonfriable ACM's which do not require removal prior to demolition but will require special disposal consideration.

16.2 The entire building is concrete and brick with most of the concrete and brick being able to be used as clean fill. However the concrete roof portion of the structure with the non-friable roofing ACM's shall be handled separately and disposed with other demolition debris at a licensed landfill. No removal of the roofing ACM's are required for demolition, only proper disposal is required.

16.3 All work required to separately handle and dispose the concrete roofing with ACM's will be considered incidental to the work and be considered included in the contract unit price for demolition and removal of the building.

17.0 ACM Removal for Boiler Room – Parcel 79, Wesco Machinery.

17.1 The contractor's attention is directed to the fact that the Wesco building has a partial-basement boiler room located in the southeast corner of the building. Access to the basement boiler room is very limited and ACM removal activities will require special safety, access, lighting, and ventilation considerations. All contractors are encouraged to inspect the building prior to bidding to assess the work required in the boiler room and determine the special requirements needed to perform ACM removal activities.

17.2 The friable ACM's located in the boiler room are in very poor condition. Significant effort will be required to gain access around and under the boiler room machinery to remove the friable ACM's.

17.3 Due to the level of effort required to access the boiler room and remove the friable ACM's, the contractor is strongly encouraged to only engage the services of highly experienced asbestos abatement companies for the work.

17.4 No direct measurement will be made for removal of the individual friable ACM's located in the boiler room of Parcel 79, Wesco Machinery. Payment will be made as a lump sum for all necessary work required for removal of the friable ACM's in the boiler room. The lump sum payment will include all work required to properly and safely access the boiler room, provide proper ventilation, and remove all ACM's in accordance with all applicable laws and regulations.

18.0 Pollution, Erosion, and Sediment Control.

18.1 The contractor shall exercise effective pollution, erosion, and sediment control practices on all parcels in accordance with Sec 806.

18.2 It is not anticipated any sediment control devices will be required for the work since the erodible areas are small and the terrain is relatively flat. However the engineer may require the contractor to furnish and install sediment control devices, such as temporary berms, silt fence, or mulch, at no cost to the Commission if the contractor's operations result in excessive silt moving off the parcel. All costs for pollution, erosion, and sediment control will be considered incidental to the demolition and removal work and be considered completely covered by the contract unit price for demolition and removal on each parcel.

19.0 Changes in the Work. When necessary to satisfactorily complete the project, the Missouri Department of Transportation (MoDOT) reserves the right to change quantities or make other changes for which there are no provisions included in the contract.

19.1 If the work does not involve a significant change in the quantity (either up or down) of an established contract item, then the contractor shall complete the work as necessary and payment will be made at the established contract unit prices.

19.2 A significant change is defined as an increase in excess of 125% or decrease below 75% of the original contract quantity on a major item of work. A major item of work is defined as any contract item with an original value in excess of 10% of the original contract amount.

19.3 If the work involves a significant change in the quantity of a major item then an equitable adjustment may be made to that item's unit price. Either MoDOT or the contractor may request that such an adjustment be made and the contractor shall furnish such information needed to establish the equitable price adjustment. Such adjustment will be determined based on the contractor's actual costs to perform the work, excluding any anticipated profits from work not performed. This determination will be consistent with the contractor's other proven costs to perform the contract work, as shown in the contractor's bid computations and project cost records.

19.4 If the change involves an item for which no price is established in the contract then an equitable adjustment will be agreed to by both MoDOT and the contractor prior to performance of the work. Such adjustment will be determined based on the contractor's actual costs to perform the work. If a basis cannot be agreed upon, then an adjustment will be made in such amount as MoDOT may determine to be fair and equitable.